

CLASSIFICATION

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COUNTRY Polish-occupied Germany

TOPIC Soviet Army Fuel Depot at Vorderheide.

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT September 1948 and November 1950

DATE OBTAINED 25X1 DATE PREPARED 22 June 1951

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto.

REMARKS

File
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1. Prior to 1 September 1948, a large Soviet Army fuel supply depot was situated near Vorderheide (O 52/B 33). In November 1950, Soviet guards of the installation stated that the depot was still there. The installation was built in 1937 and 1938 on orders of the former German Wirtschaftliche Forschungsgesellschaft (Economic Research Society) in Berlin. Before the war, fuels and oils were kept at the depot for consumption by motor vehicles and aircraft. Before the Soviets took the depot, essential parts of the machinery were removed and stored in Liegnitz (O 52/B 82). these key parts were later hauled off by the Soviets as scrap. The Soviets also dismantled part of the machinery of the depot at Vorderheide and shipped it to the U.S.S.R. Until the spring of 1948, the Soviets used the depot for storing aircraft bombs, parts of aircraft, and fuel. Later, the Soviets recon-verted the installation to its original status of a fuel depot. The last aircraft parts were moved to another depot southwest of Schoonborn (O 52/B 93) in July 1948. Since the beginning of August 1948, Red Army fuel, rather than aviation gasoline, has been stored exclusively at the depot. The installation was 1,500 meters square. (1)

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2. Fuel arrived at the depot by rail in a continual flow of various-sized shipments. the incoming fuel trains came from Dresden (H 52/F 29) and returned empty to that city. (2) An average round-trip of these fuel trains took three days. No fuel shipments by rail were observed leaving Vorderheide. Fuel was picked up only by trucks of Soviet Army units. No air force vehicles were ever seen at the depot.

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an air force fuel supply depot of 46 fuel tanks was located near Sagan (O 52/B 26).

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the fuel issued in July and August 1948 amounted to about 75,000 drums of 200 liters each. the former German issue at 3,200 200-liter drums per day. Under German administration, crude gasoline or benzole (sic) was sent to the depot to be mixed there. Under Soviet administration, only limited quantities of gasoline were mixed or enriched with lead until 1948.

3. The depot labor personnel included about 100 Soviet civilians, most of whom were ex-servicemen, and 22 Germans.

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4. The depot was guarded by a unit of about 140 men who wore black epaulets. The depot commandant was a Soviet major who was assisted by five other Soviet officers, most of whom were captains. The installation was surrounded by a barbed-wire fence, about 3 meters high, which was paralleled on both sides by lower barbed-wire fences, about 1 meter high, which enclosed cleared strips about 4 meters wide. Double sentries patrolled inside and outside along the fence. Telephones were installed along the fence about every 250 meters. The depot was well protected from aerial observation by a natural growth of trees, bushes planted on the flat roofs of the depot buildings, and camouflage paint on the walls of the buildings. There were no signs of AA gun emplacements.
5. Soviet small arms and ammunition were stockpiled in brick buildings which were just northwest of the Vorderheide railroad station and guarded by young Soviet Air force soldiers. The buildings had been built to house the personnel of the former German Economic Research Society. Most of the guard personnel were quartered in the former settlement houses and in the Hotel Stern Inn in Vorderheide. (3)
6. An extensive spare parts depot of the Soviet Air Force was in the woods southwest of Schoenborn. It was guarded by Soviet airmen. (1)

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Comments.

- (1) In January 1948, the large Soviet fuel depot near the Vorderheide railroad station was reported to be stocked up with POL supplies, with trains of tank cars arriving daily. The depot was allegedly enlarged by the Soviets at the end of 1947. Prior to and during the war, the depot was used by the German Air Force. It is connected by a railroad spur with the single-track Liegnitz-Lueben-Raudten railroad line. For a sketch of the depot, see Annex.
- (2) Possibly the large Soviet fuel depot in Dresden-Alberthafen. However, reports on rail movements have never mentioned fuel shipments going from Dresden to Vorderheide.
- (3) Information on the depot, which appears to be only a small one, was contained in a previous report. Its location is indicated in the Annex.
- (4) For the location of the Soviet Air Force spare parts depot near Schoenborn see Annex.

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1 Annex: Sketch on ditto.

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